

# A Message from the Director

Roger D. Sweet, Director  
Division of Traffic Safety

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 1997," is designed to serve your needs in researching and reviewing motor vehicle crash involvement in Illinois.

Illinois continues to work to reduce traffic deaths and injuries through safety programs, such as education and enforcement of seat belt, child restraint and DUI laws.

Please share the information in this booklet with others. Public awareness of traffic safety problems is the first step toward creating a safer driving environment for Illinois motorists. Whether you represent the media, are working on a school project or are involved in other activities related to highway safety, you are important to this effort. If you have a question that this booklet does not answer, please feel free to contact the Illinois Department of Transportation's Division of Traffic Safety at 217/782-2575 or 217/524-4875 (TTY) or write to 3215 Executive Park Drive, P.O. Box 19245, Springfield, Illinois 62794-9245.

Your interest and involvement in traffic safety issues is appreciated. You may be assured that we will continue to work to reduce the toll of deaths and injuries that traffic crashes exact on our highways.

Sincerely,



Roger D. Sweet



# Acknowledgments

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The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the coroners and Medical Examiner of Cook County for providing pertinent information. Without the efforts and cooperation of these individuals, this publication would not have been possible.

A handwritten signature in black ink, appearing to read "Kirk Brown".

Kirk Brown  
Secretary of Transportation

A handwritten signature in black ink, appearing to read "Roger D. Sweet".

Roger D. Sweet  
Director of Traffic Safety

Compiled by: Illinois Department of Transportation  
Division of Traffic Safety  
Accident Information Staff

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# Quick Facts

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## General

- 1,397 persons died in crashes in Illinois during 1997.
- An additional 58,111 persons were injured in crashes which occurred on state-maintained roadways or which involved a fatality. (See note on page 5.)
- Reported crashes which occurred on state-maintained roadways or which involved a fatality increased by 0.5 percent. (See note on page 5.)
- Travel increased by 2.3 percent.
- The mileage-death rate decreased from 1.5 in 1996 to 1.4 in 1997.

## Economic Costs<sup>1</sup>

- The total estimated cost of crashes which occurred on state-maintained roadways or which involved a fatality in Illinois for 1997 was \$3.0 billion. (See note on page 5.)
- Each fatality was estimated to cost \$980,000.
- An incapacitating injury ("A" Injury) was estimated to cost \$42,800.
- A nonincapacitating evident injury ("B" Injury) was estimated to cost \$14,400.
- A possible injury ("C" Injury) was estimated to cost \$8,200.
- A property damage crash was estimated to cost \$6,400.

## Fatal

- 1,397 persons were killed in 1,261 fatal crashes in 1997.
- There was an average of 1.1 deaths per fatal crash.
- 27.0 percent of the fatal crashes occurred at intersections.
- 41.5 percent of the fatal crashes occurred on rural roadways.
- 75.3 percent of the fatal crashes occurred on dry roadways.
- 45.3 percent of the fatal crashes occurred during daylight hours.

## Alcohol

- 40.8 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 42.1 percent of the fatally injured drivers 16-24 years of age who were tested had a positive BAC.

## Pedestrian

- 200 pedestrians were killed in 1997.
- An additional 892 pedestrians were injured in crashes which occurred on state-maintained roadways or which involved a fatality. (See note on page 5.)
- Over 12 percent of the pedestrians killed were under 15 years of age.
- 14 percent of the pedestrians killed were 75 years of age or older.
- Of the fatally injured pedestrians who were tested, 30 percent had a positive BAC.

<sup>1</sup> Based on estimates made by the National Safety Council for 1997. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

# Quick Facts (continued)

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## Pedalcyclist

- Riders under the age of 15 accounted for 32.4 percent of the pedalcyclist deaths and 36.1 percent of pedalcyclist injuries.

## Motorcycle

- The number of motorcycle crashes increased by 5.7 percent in 1997.
- The number of motorcyclists killed decreased by 22.9 percent .

## School Bus

- No school-age passengers were killed in school buses in 1997.
- No school bus drivers were killed in school buses.
- 

## Tractor-trailer

- 113 persons were killed in tractor-trailer crashes.
- 12 of the persons killed were occupants of the tractor-trailer.

## Train

- 23.5 percent of fatal train crashes occurred at crossings with gates.
- 64.7 percent of fatal train crashes occurred at crossings with flashers.

## Deer

- There were 10,245 crashes involving deer in 1997.

### Important

The data provided in this publication, except where noted, are based on reported crashes which occurred on state-maintained roadways or which involved a fatality and excludes all non-fatal crashes which occurred in the City of Chicago. Generally, state-maintained roadways include interstate-type roads, U.S., and State highways. Some city streets and local roads are also included in this category.



## 5-Year Statistics

	1993	1994	1995	1996	1997	1997 vs. 1993
Motor Vehicles Registered <sup>1</sup>	8.37	8.52	8.64	8.56	8.57	2.4%
Licensed Drivers <sup>1</sup>	7.55	7.60	7.65	7.71	7.79	3.2%
Vehicle Miles Traveled <sup>2</sup>	89.82	92.44	94.32	96.52	98.73	9.9%
Deaths	1,392	1,554	1,586	1,477	1,397	0.4%
Mileage Death Rate <sup>3</sup>	1.5	1.7	1.7	1.5	1.4	- 8.7%
Crashes <sup>4</sup>	145.53	149.11	146.74	145.05	145.71	0.1%
Injuries <sup>4</sup>	67.37	66.23	64.87	59.47	58.11	-13.7%

<sup>1</sup> Millions. Data obtained from Illinois Secretary of State.

<sup>2</sup> Billions.

<sup>3</sup> Per Hundred Million Vehicle Miles Traveled.

<sup>4</sup> Thousands.

Note: Crash data in this publication are taken from the state's crash records system except where noted.

The numbers of motor vehicle registrations and of licensed drivers have increased by 2.4 and 3.2 percent, respectively, during the last five years. The number of crashes for 1997, however, has increased only slightly, by 0.1 percent, compared to the number of crashes for 1993.

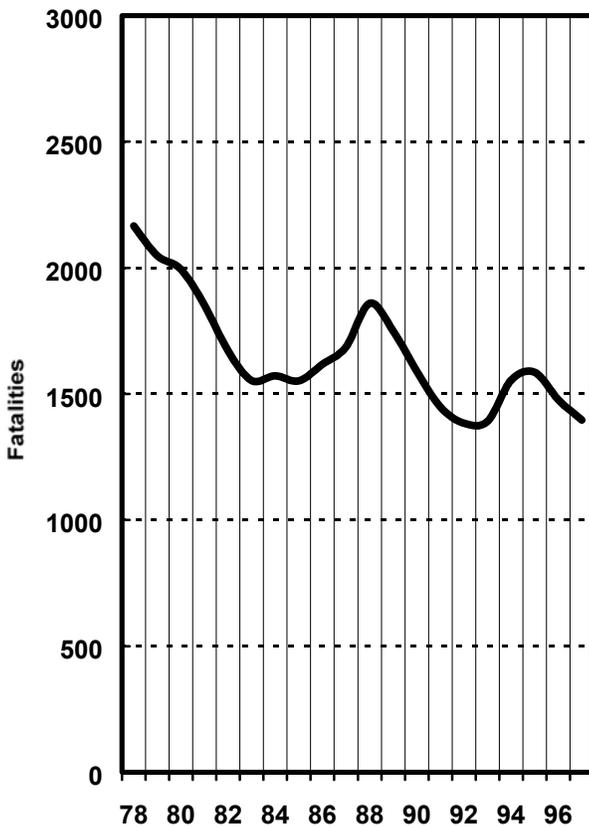
The risk of being in a crash generally increases with miles traveled. The number of deaths and miles traveled are used to calculate the mileage death rate. When comparing 1997 with 1993, the number of vehicle miles traveled has increased by 9.9 percent. The mileage death rate, however, has declined. Improvements in roadway engineering, enhanced enforcement, and efforts to increase occupant restraint usage and to decrease alcohol-related fatalities have all contributed to this reduction.

# Illinois Fatalities and Vehicle Miles Traveled \*

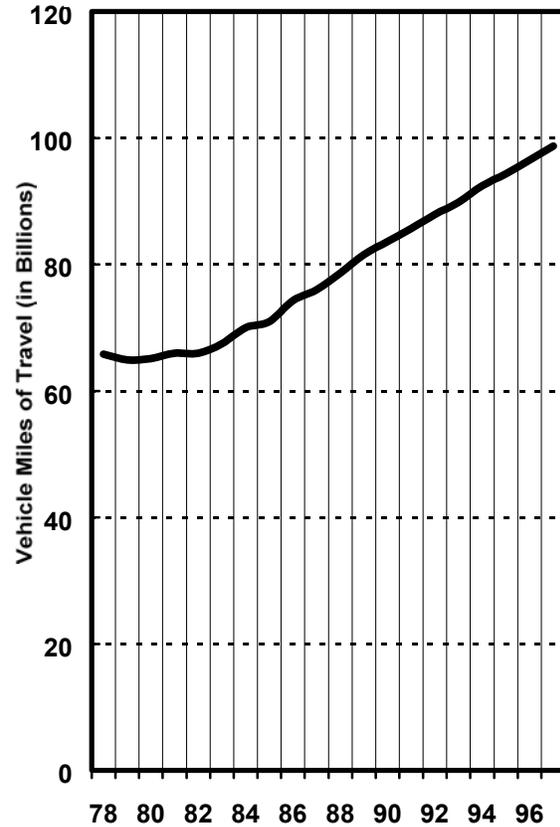
## 1978-1997



Fatalities by Year



Vehicle Miles Traveled by Year



Year	Fatalities	Travel
1978	2,166	65.83
1979	2,048	64.93
1980	1,994	65.12
1981	1,852	65.94
1982	1,671	65.95
1983	1,553	67.49
1984	1,572	70.01
1985	1,552	70.96
1986	1,617	74.26
1987	1,685	76.00

Year	Fatalities	Travel
1988	1,860	78.62
1989	1,748	81.58
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73

\* Travel is stated in billions of miles.



# Holiday Traffic Crashes

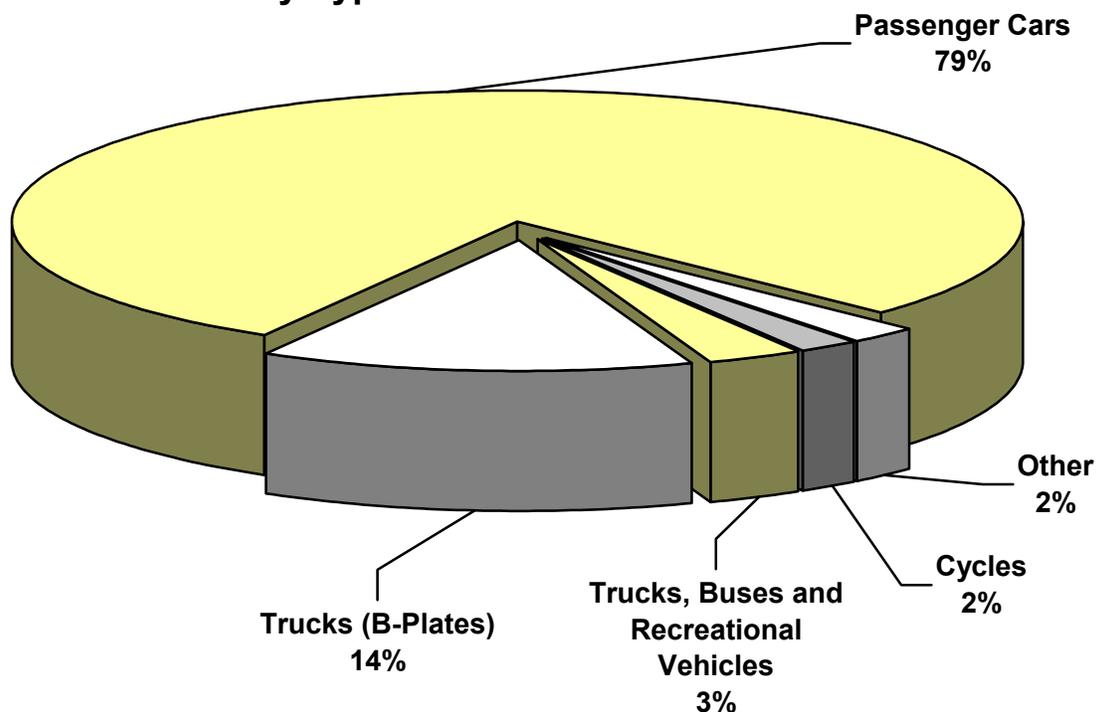
Year	Total Days	CRASHES			PERSONS		Average Killed per Day
		Fatal	Injury	Total	Killed	Injured	
<b>MEMORIAL DAY</b>							
1997	3 ¼	22	265	960	27	472	8.3
1996	3 ¼	16	298	1,096	20	534	6.2
1995	3 ¼	12	339	1,102	14	624	4.3
1994	3 ¼	11	321	987	11	545	3.4
<b>FOURTH OF JULY</b>							
1997	3 ¼	14	263	855	15	489	4.6
1996	4 ¼	19	382	1,200	22	699	5.2
1995	4 ¼	18	457	1,298	22	811	5.2
1994	3 ¼	8	342	1,018	12	632	3.7
<b>LABOR DAY</b>							
1997	3 ¼	14	297	917	18	509	5.5
1996	3 ¼	12	247	791	13	421	4.0
1995	3 ¼	24	332	946	28	617	8.6
1994	3 ¼	19	300	968	22	535	6.8
<b>THANKSGIVING</b>							
1997	4 ¼	16	401	1,739	23	648	5.4
1996	4 ¼	14	409	1,791	16	712	3.8
1995	4 ¼	19	337	1,378	21	590	4.9
1994	4 ¼	19	386	1,657	31	701	7.3
<b>CHRISTMAS</b>							
1997	4 ¼	12	223	1,055	15	387	3.5
1996	1 ¼	5	73	355	6	125	4.8
1995	3 ¼	11	255	977	13	388	4.0
1994	3 ¼	16	257	860	17	458	5.2
<b>NEW YEAR'S</b>							
1997-1998	4 ¼	7	315	1,242	8	554	1.9
1996-1997	1 ¼	8	65	288	10	121	8.0
1995-1996	3 ¼	11	220	710	13	384	4.0
1994-1995	3 ¼	13	281	960	14	501	4.3

This table shows motor vehicle traffic crash experience in Illinois for the six major holiday periods from 1994 to New Year's Day 1998. Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight of the last day of the holiday period. For example, since Memorial Day has become a legal Monday holiday, the holiday period begins at 6 p.m. on Friday and continues through midnight on Monday.

# Motor Vehicle Registration and Crash Involvement



## Registered Vehicles by Type



Type Of Motor Vehicle	VEHICLES INVOLVED IN CRASHES By Crash Severity			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	1,132	51,496	186,641	772	42,197
Pickup truck	255	7,535	30,563	130	4,833
Van	154	5,895	22,832	60	4,656
Other single unit truck	69	1,143	4,969	7	417
Truck-tractor with semi-trailer	114	2,002	9,455	12	567
Farm tractor/farm equipment	5	81	275	2	35
School bus	6	87	410	0	102
Other bus	11	165	638	0	103
Motorcycle (under 150 cc)	9	62	124	9	68
Motorcycle (over 150 cc)	73	707	1,169	75	763
Others and not stated	166	5,160	19,536	91	2,911



# Crashes by Type of Roadway

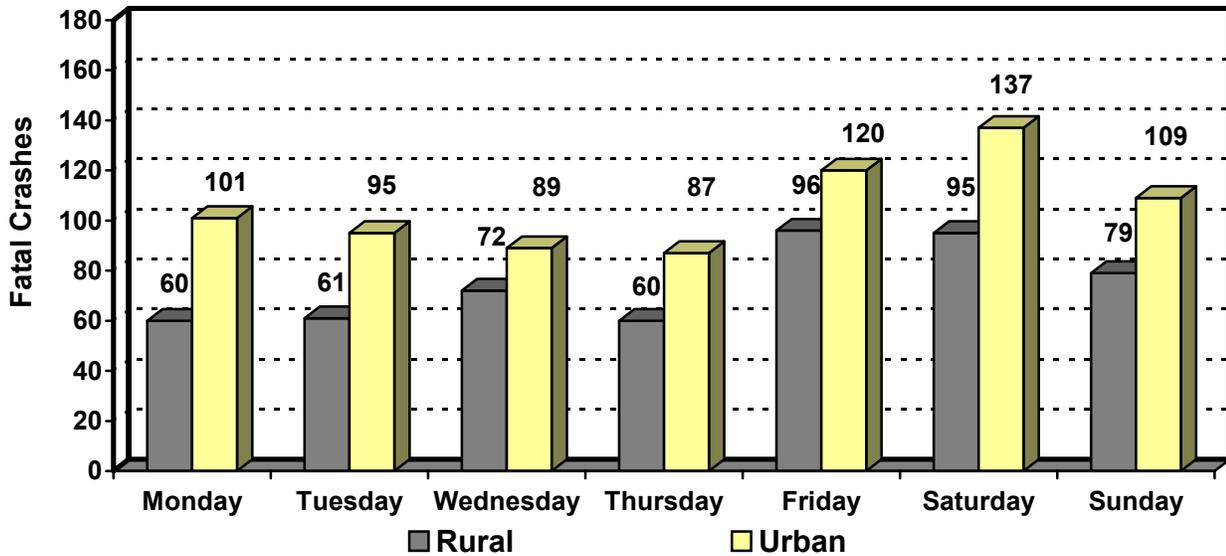
Type Of Roadway	CRASHES			PERSONS		Pedestrians Killed
	Fatal	Injury	Total	Killed	Injured	
<b>URBAN</b>						
State Highways	206	20,663	77,799	224	31,971	35
<i>Percent</i>	16.3	55.5	53.4	16.0	55.0	17.5
Interstate Type Roads	117	5,036	21,570	133	7,489	17
<i>Percent</i>	9.3	13.5	14.8	9.5	12.9	8.5
City Streets and Roads	364	3	375	395	299	117
<i>Percent</i>	28.9	0.0	0.3	28.3	0.5	58.5
Unmarked State Routes	51	5,049	19,593	60	7,679	12
<i>Percent</i>	4.0	13.6	13.4	4.3	13.2	6.0
<b>Urban Total</b>	<b>738</b>	<b>30,751</b>	<b>119,337</b>	<b>812</b>	<b>47,438</b>	<b>181</b>
<i>Percent</i>	58.5	82.6	81.9	58.1	81.6	90.5
<b>RURAL</b>						
State Highways	226	4,652	19,047	265	7,572	6
<i>Percent</i>	17.9	12.5	13.1	19.0	13.0	3.0
Interstate Type Roads	70	1,572	6,285	74	2,566	4
<i>Percent</i>	5.6	4.2	4.3	5.3	4.4	2.0
County and Local Roads	214	0	215	232	162	9
<i>Percent</i>	17.0	0.0	0.1	16.6	0.3	4.5
Unmarked State Routes	13	241	828	14	373	0
<i>Percent</i>	1.0	0.6	0.6	1.0	0.6	0.0
<b>Rural Total</b>	<b>523</b>	<b>6,465</b>	<b>26,375</b>	<b>585</b>	<b>10,673</b>	<b>19</b>
<i>Percent</i>	41.5	17.4	18.1	41.9	18.4	9.5
<b>TOTAL</b>	<b>1,261</b>	<b>37,216</b>	<b>145,712</b>	<b>1,397</b>	<b>58,111</b>	<b>200</b>
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 1997, there were 1,397 fatalities, including 200 that were pedestrians. 90.5 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 58.1 percent of all fatalities and 81.6 percent of all injuries resulted from crashes on urban roadways.

# Fatal Crashes by Day of Week and Time of Day

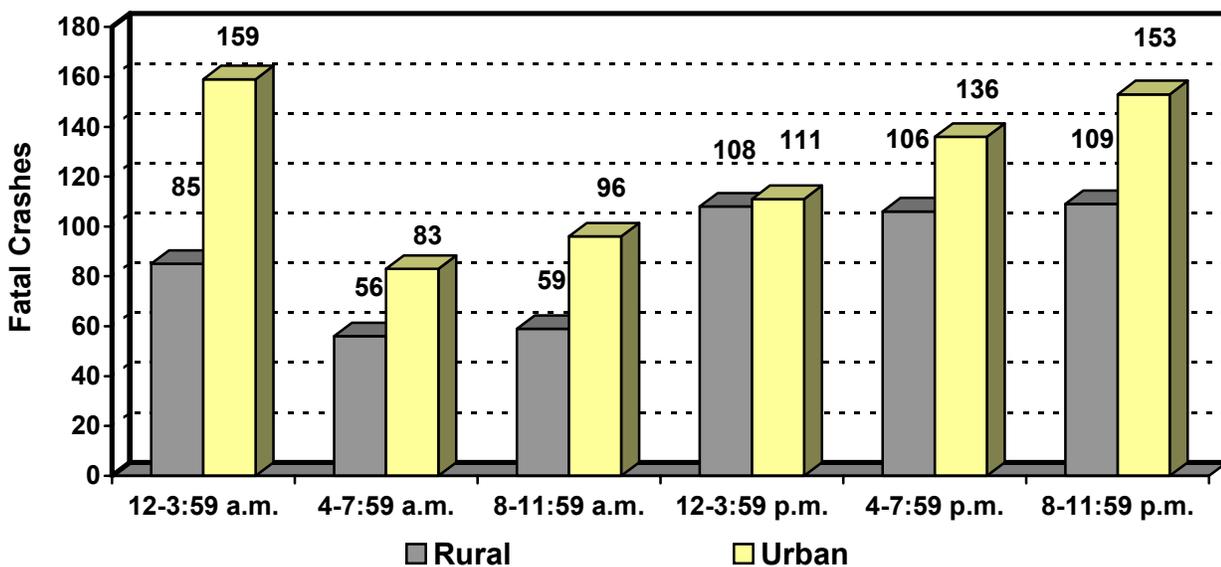


Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 137 crashes in urban locations and 95 crashes in rural locations. The second largest number of fatal crashes occurred on Friday.

Fatal Crashes by Time of Day



59.3 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 748 crashes occurred on urban roadways (448 crashes).



# Drivers Involved in Crashes by Driver Age and Crash Severity

Driver Age	DRIVERS INVOLVED IN CRASHES by Crash Severity						Total Licensed Drivers
	Fatal	Rate	Injury	Rate	Total	Rate	
15 and Under	2	0.06	211	6.22	769	22.67	33,920
16	50	0.41	2,018	16.68	6,951	57.46	120,976
17	54	0.42	2,327	17.96	7,863	60.68	129,574
18	58	0.44	2,383	17.95	8,226	61.96	132,756
19	63	0.49	2,301	17.72	7,823	60.25	129,847
20-24	261	0.40	9,522	14.58	34,030	52.10	653,190
25-29	249	0.32	8,970	11.57	32,854	42.37	775,327
30-34	196	0.24	8,460	10.32	30,898	37.67	820,137
35-39	212	0.24	8,086	9.12	30,080	33.91	887,035
40-44	176	0.21	6,979	8.25	25,967	30.71	845,537
45-49	135	0.18	5,645	7.55	21,209	28.37	747,684
50-54	117	0.19	4,247	6.92	15,824	25.77	614,134
55-59	72	0.15	3,057	6.34	11,424	23.68	482,460
60-64	50	0.13	2,114	5.50	8,040	20.94	384,018
65-69	42	0.12	1,766	5.13	6,513	18.92	344,174
70-74	53	0.17	1,481	4.83	5,451	17.79	306,334
75 and Over	84	0.22	2,150	5.55	7,524	19.43	387,173
Not Stated	62	--	2,144	--	12,555	--	--
<b>TOTAL</b>	<b>1,936</b>	<b>0.25</b>	<b>73,861</b>	<b>9.48</b>	<b>274,001</b>	<b>35.15</b>	<b>7,794,276</b>

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

# Young Drivers (16-20 Years of Age) Involved in Crashes



DRIVER INVOLVEMENT by Crash Severity	1993	1994	1995	1996	1997	Previous 4-Year Average	% Change (1997 vs. 4-Year Average)
Total Crashes	37,084	38,086	38,524	37,113	38,095	37,702	1.0
Fatal Crashes	259	305	327	278	278	292	-4.8
Injury Crashes	12,279	11,948	12,231	11,015	11,067	11,868	-6.7
Licensed Drivers	608,803	611,082	618,249	632,525	646,633	617,665	4.7
Fatal Crash Ratio <sup>1</sup>	6.98	8.01	8.49	7.49	7.30	7.74	-5.8
Fatal Crash Rate <sup>2</sup>	0.43	0.50	0.53	0.44	0.43	0.47	-9.2
Total Crash Rate <sup>3</sup>	60.91	62.33	62.31	58.67	58.91	61.04	-3.5

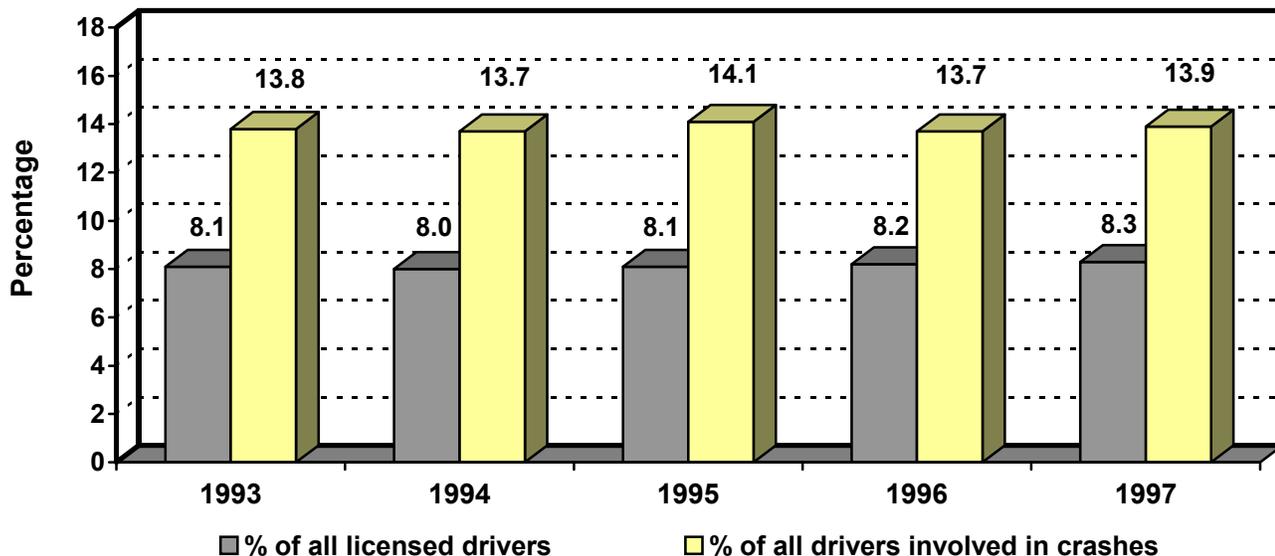
<sup>1</sup> Driver involvement in fatal crashes per 1,000 total crashes.

<sup>2</sup> Drivers involved in fatal crashes per 1,000 licensed drivers.

<sup>3</sup> Drivers involved in all crashes per 1,000 licensed drivers.

Comparing 1997 with the previous 4-year average, the number of young drivers involved in crashes increased by 1.0 percent. However, while young drivers account for about 8 percent of all licensed drivers, their involvement in crashes is considerably higher. This over-representation is shown in the graph below.

**Young Drivers: Crash Involvement Relative to All Drivers**



# Senior Drivers (65 Years and Older) Involved in Crashes



DRIVER INVOLVEMENT by Crash Severity	1993	1994	1995	1996	1997	Previous 4-Year Average	% Change (1997 vs. 4-Year Average)
Total Crashes	19,906	20,200	19,715	19,641	19,488	19,866	-1.9
Fatal Crashes	183	217	258	227	179	221	-19.0
Injury Crashes	6,339	6,160	5,979	5,571	5,397	6,012	-10.2
Licensed Drivers	980,952	994,233	1,011,728	1,025,688	1,037,681	1,003,150	3.4
Fatal Crash Ratio <sup>1</sup>	9.19	10.74	13.09	11.56	9.19	11.12	-17.4
Fatal Crash Rate <sup>2</sup>	0.19	0.22	0.26	0.22	0.17	0.22	-21.7
Total Crash Rate <sup>3</sup>	20.29	20.32	19.49	19.15	18.78	19.80	-5.2

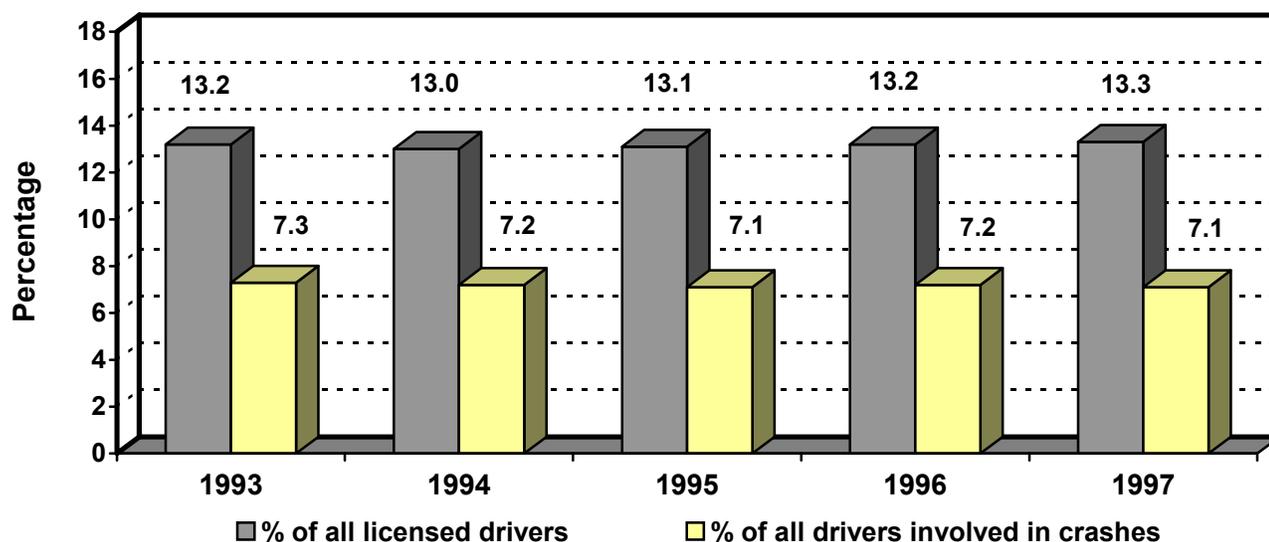
<sup>1</sup> Driver involvement in fatal crashes per 1,000 total crashes.

<sup>2</sup> Drivers involved in fatal crashes per 1,000 licensed drivers.

<sup>3</sup> Drivers involved in all crashes per 1,000 licensed drivers.

Comparing 1997 with the previous 4-year average, the number of senior drivers involved in crashes decreased by 1.9 percent. However, while senior drivers account for about 13 percent of all licensed drivers, their involvement in crashes is considerably lower. This under-representation is shown in the graph below.

**Senior Drivers: Crash Involvement Relative to All Drivers**



# Drivers Involved in Fatal Crashes by Age and Location



Driver Age	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers Involved	Killed	Drivers Involved	Killed	Drivers Involved	Killed
15 and Under	1	0	1	0	2	0
<i>Percent</i>	<i>0.1</i>	<i>0.0</i>	<i>0.1</i>	<i>0.0</i>	<i>0.1</i>	<i>0.0</i>
16	29	17	21	5	50	22
<i>Percent</i>	<i>3.7</i>	<i>4.1</i>	<i>1.8</i>	<i>1.2</i>	<i>2.6</i>	<i>2.7</i>
17	23	10	31	9	54	19
<i>Percent</i>	<i>2.9</i>	<i>2.4</i>	<i>2.7</i>	<i>2.2</i>	<i>2.8</i>	<i>2.3</i>
18	21	14	37	16	58	30
<i>Percent</i>	<i>2.7</i>	<i>3.4</i>	<i>3.2</i>	<i>4.0</i>	<i>3.0</i>	<i>3.7</i>
19	36	20	27	8	63	28
<i>Percent</i>	<i>4.6</i>	<i>4.8</i>	<i>2.4</i>	<i>2.0</i>	<i>3.3</i>	<i>3.4</i>
20-24	103	47	158	70	261	117
<i>Percent</i>	<i>13.0</i>	<i>11.3</i>	<i>13.8</i>	<i>17.3</i>	<i>13.5</i>	<i>14.3</i>
25-34	160	83	285	99	445	182
<i>Percent</i>	<i>20.3</i>	<i>20.0</i>	<i>24.9</i>	<i>24.5</i>	<i>23.0</i>	<i>22.2</i>
35-44	156	78	232	73	388	151
<i>Percent</i>	<i>19.7</i>	<i>18.8</i>	<i>20.2</i>	<i>18.1</i>	<i>20.0</i>	<i>18.4</i>
45-54	102	50	150	41	252	91
<i>Percent</i>	<i>12.9</i>	<i>12.0</i>	<i>13.1</i>	<i>10.1</i>	<i>13.0</i>	<i>11.1</i>
55-64	66	35	56	24	122	59
<i>Percent</i>	<i>8.4</i>	<i>8.4</i>	<i>4.9</i>	<i>5.9</i>	<i>6.3</i>	<i>7.2</i>
65-74	52	38	43	26	95	64
<i>Percent</i>	<i>6.6</i>	<i>9.1</i>	<i>3.8</i>	<i>6.4</i>	<i>4.9</i>	<i>7.8</i>
75 and Over	35	24	49	33	84	57
<i>Percent</i>	<i>4.4</i>	<i>5.8</i>	<i>4.3</i>	<i>8.2</i>	<i>4.3</i>	<i>7.0</i>
Not Stated	6	0	56	0	62	0
<i>Percent</i>	<i>0.8</i>	<i>0.0</i>	<i>4.9</i>	<i>0.0</i>	<i>3.2</i>	<i>0.0</i>
<b>TOTAL</b>	<b>790</b>	<b>416</b>	<b>1,146</b>	<b>404</b>	<b>1,936</b>	<b>820</b>
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

In 1997, 50.7 percent of all driver fatalities occurred on rural roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 25-34 age group. This age group accounts for 24.9 percent of the drivers involved in urban fatal crashes and 20.3 percent of the drivers involved in rural fatal crashes.



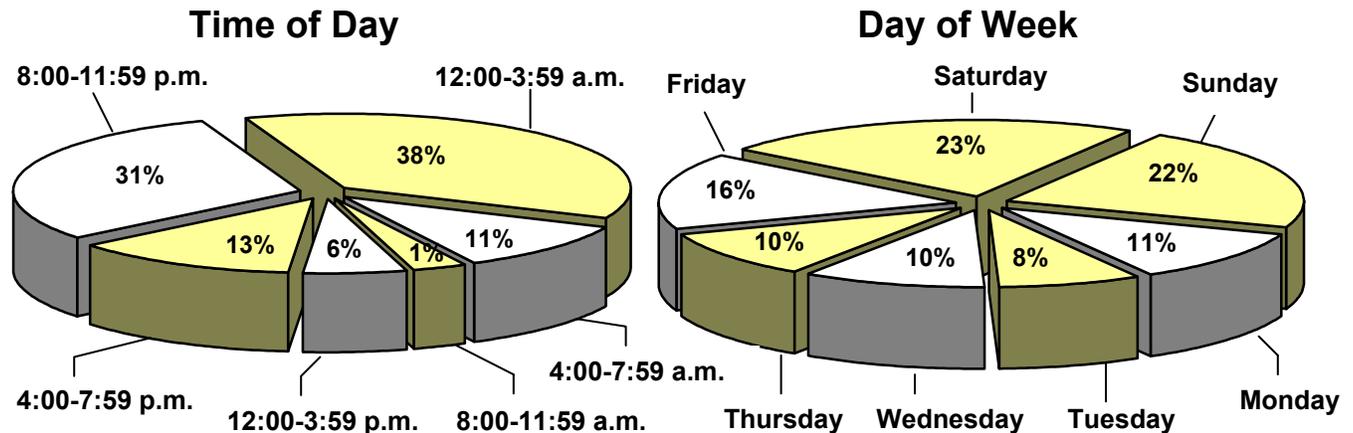
# Drivers Killed in Fatal Crashes by Age and BAC Test Results

Driver Age	BAC Results					Total Drivers Tested	Drivers Not Tested or Unknown If Tested	Total Drivers Killed
	0.00	0.01-0.07	0.08-0.09	0.10-0.20	Over 0.20			
15 and Under	3	0	0	0	0	3	2	5
Percent	100.0	0.0	0.0	0.0	0.0	60.0	40.0	100.0
16-20	72	4	2	21	8	107	11	118
Percent	67.3	3.7	1.9	19.6	7.5	90.7	9.3	100.0
21-24	42	6	2	28	12	90	5	95
Percent	46.7	6.7	2.2	31.1	13.3	94.7	5.3	100.0
25-34	74	13	3	47	31	168	16	184
Percent	44.0	7.7	1.8	28.0	18.5	91.3	8.7	100.0
35-44	69	3	2	31	32	137	14	151
Percent	50.4	2.2	1.5	22.6	23.4	90.7	9.3	100.0
45-54	56	5	1	8	13	83	9	92
Percent	67.5	6.0	1.2	9.6	15.7	90.2	9.8	100.0
55-64	36	1	1	10	0	48	9	57
Percent	75.0	2.1	2.1	20.8	0.0	84.2	15.8	100.0
65-74	42	3	0	4	3	52	12	64
Percent	80.8	5.8	0.0	7.7	5.8	81.3	18.8	100.0
75 and Over	39	1	1	1	1	43	16	59
Percent	90.7	2.3	2.3	2.3	2.3	72.9	27.1	100.0
<b>TOTAL</b>	<b>433</b>	<b>36</b>	<b>12</b>	<b>150</b>	<b>100</b>	<b>731</b>	<b>94</b>	<b>825</b>
Percent	59.2	4.9	1.6	20.5	13.7	88.6	11.4	100.0

Source: Fatality Analysis Reporting System (FARS).  
BAC = Blood Alcohol Concentration.

## Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 1997.



# Fatalities by Person Type, Age and Gender



Age	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 and Under	0	0	0	0.0	7	5	12	3.6	7	5	12	1.0
5-9	0	0	0	0.0	4	6	10	3.0	4	6	10	0.9
10-14	0	0	0	0.0	13	12	25	7.4	13	12	25	2.2
15-19	69	30	99	12.1	41	41	82	24.3	110	71	181	15.6
20-24	94	23	117	14.3	37	24	61	18.0	131	47	178	15.4
25-34	134	48	182	22.2	26	23	49	14.5	160	71	231	19.9
35-44	113	38	151	18.4	11	13	24	7.1	124	51	175	15.1
45-54	64	27	91	11.1	11	13	24	7.1	75	40	115	9.9
55-64	44	15	59	7.2	4	8	12	3.6	48	23	71	6.1
65-74	50	14	64	7.8	3	15	18	5.3	53	29	82	7.1
75 and Over	37	20	57	7.0	5	16	21	6.2	42	36	78	6.7
<b>TOTAL</b>	<b>605</b>	<b>215</b>	<b>820</b>	<b>100.0</b>	<b>162</b>	<b>176</b>	<b>338</b>	<b>100.0</b>	<b>767</b>	<b>391</b>	<b>1,158</b>	<b>100.0</b>

Age	PEDALCYCLISTS				PEDESTRIANS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 and Under	0	0	0	0.0	2	1	3	1.5	2	1	3	1.3
5-9	8	0	8	23.5	8	3	11	5.5	16	3	19	8.1
10-14	2	1	3	8.8	6	5	11	5.5	8	6	14	6.0
15-19	3	0	3	8.8	6	4	10	5.0	9	4	13	5.6
20-24	0	0	0	0.0	9	4	13	6.5	9	4	13	5.6
25-34	2	1	3	8.8	18	5	23	11.5	20	6	26	11.1
35-44	8	1	9	26.5	28	8	36	18.0	36	9	45	19.2
45-54	2	0	2	5.9	15	5	20	10.0	17	5	22	9.4
55-64	3	0	3	8.8	16	5	21	10.5	19	5	24	10.3
65-74	3	0	3	8.8	13	11	24	12.0	16	11	27	11.5
75 and Over	0	0	0	0.0	12	16	28	14.0	12	16	28	12.0
<b>TOTAL</b>	<b>31</b>	<b>3</b>	<b>34</b>	<b>100.0</b>	<b>133</b>	<b>67</b>	<b>200</b>	<b>100.0</b>	<b>164</b>	<b>70</b>	<b>234</b>	<b>100.0</b>

Note: An additional five people were fatally injured in motor vehicle crashes in 1997. Those additional five people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amounted to 58.7 percent of all fatalities in 1997. Driver fatalities decreased by 3.1 percent from 1996 to 1997.

Passengers represented 24.2 percent of the total number of fatalities in 1997. They decreased by 15.1 percent.

Pedalcyclists, which accounted for 2.4 percent of all fatalities, increased by 17.2 percent from 1996 to 1997.

Pedestrians accounted for 14.3 percent of all fatalities. They decreased by 1.5 percent from 1996 to 1997.



# Pedestrian Crashes

	1993	1994	1995	1996	1997		
<b>Total Crashes</b>	1,135	1,197	1,215	1,105	1,100		
<b>Pedestrians Killed</b>	213	237	214	203	200		
<b>Pedestrians Injured</b>	970	979	997	843	892		
<b>Number of Fatal Crashes by Light Condition</b>							
<b>Light Condition</b>							
Daylight	85	80	77	71	78		
Dawn	5	3	5	1	2		
Dusk	7	6	5	7	5		
Darkness	41	61	60	46	44		
Dark-Road Lighted	75	85	68	75	69		
<b>TOTAL</b>	<b>213</b>	<b>235</b>	<b>215</b>	<b>200</b>	<b>198</b>		
<b>Number of Pedestrians Killed by Age and BAC<sup>1</sup></b>							
<b>Pedestrian Age</b>	<b>0.00</b>	<b>0.01-0.07</b>	<b>0.08-0.09</b>	<b>0.10-0.20</b>	<b>Over 0.20</b>	<b>No Test/ Unknown</b>	<b>Total</b>
4 and Under	0	0	0	0	0	3	3
5-9	5	0	0	0	0	6	11
10-14	6	0	0	0	0	5	11
15-19	9	0	0	0	0	1	10
20-24	5	2	0	1	4	0	12
25-34	13	1	2	3	1	2	22
35-44	17	2	0	7	10	2	38
45-54	12	3	0	1	3	3	22
55-64	13	0	0	0	2	5	20
65-74	15	0	0	3	2	6	26
75 and Over	20	2	0	0	0	7	29
<b>TOTAL</b>	<b>115</b>	<b>10</b>	<b>2</b>	<b>15</b>	<b>22</b>	<b>40</b>	<b>204</b>

<sup>1</sup> Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

Pedestrian crashes are down slightly when comparing 1997 with 1996. In 1997, 39.4 percent of all fatal pedestrian crashes occurred in daylight.

# Pedalcycle Crashes



	1993	1994	1995	1996	1997
<b>Total Crashes</b>	764	825	813	642	662
<b>Fatal Crashes</b>	29	26	27	29	35
<b>Injury Crashes</b>	689	735	714	526	554
<b>Property Damage Crashes</b>	46	64	72	87	73
<b>Pedalcyclists Killed</b>	28	25	27	29	34
<b>Pedalcyclists Injured</b>	696	745	720	532	554
<b>Number of Pedalcyclists Killed by Location</b>					
<b>Urban</b>					
State Routes	3	5	8	6	10
City Streets and Roads	16	12	12	15	15
Unmarked State Routes	1	1	1	1	2
<b>Urban Total</b>	<b>20</b>	<b>18</b>	<b>21</b>	<b>22</b>	<b>27</b>
<b>Rural</b>					
State Routes	3	3	2	2	3
County and Local Roads	5	4	4	4	4
Unmarked State Routes	0	0	0	1	0
<b>Rural Total</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>7</b>
<b>Pedalcyclists Killed</b>					
<b>Pedalcyclist Age</b>	<b>1996</b>	<b>1997</b>	<b>Pedalcyclists Injured</b>		
			<b>1996</b>	<b>1997</b>	
4 and Under	1	0	2	1	
5-9	1	8	35	34	
10-14	3	3	181	165	
15-19	3	3	106	104	
20-24	2	0	40	54	
25-34	4	3	59	65	
35-44	7	9	55	70	
45-54	5	2	29	27	
55-64	0	3	12	10	
65 and Over	3	3	13	24	
<b>TOTAL</b>	<b>29</b>	<b>34</b>	<b>532</b>	<b>554</b>	

The figures given above include only crashes in which pedalcyclists are involved with motor vehicles. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

In 1997, 35.9 percent of the pedalcyclists injured and 32.4 percent of the pedalcyclists killed were between the ages of 5 and 14.



# Motorcycle Crashes

	1993	1994	1995	1996	1997
<b>Total Crashes</b>	1,407	1,533	1,354	1,183	1,251
<b>Fatal Crashes</b>	116	145	102	104	82
<b>Injury Crashes</b>	1,012	1,083	975	768	747
<b>Motorcyclists Killed</b>	115	148	101	109	84
<b>Motorcyclists Injured</b>	1,202	1,247	1,125	860	831
<b>Non-Motorcyclists Killed</b>	4	4	8	1	0
<b>Non-Motorcyclists Injured</b>	110	169	137	163	131
<b>Motorcycle Maneuver</b>	<b>Number of Motorcycles Involved in Crashes by Type of Maneuver</b>				
Going Straight Ahead	834	856	662	597	600
Passing/Overtaking	52	49	59	34	29
Making Left Turn	50	57	61	75	86
Making Right Turn	30	34	39	48	47
Slow/Stopped in Traffic	142	169	160	134	200
Skidding/Control Loss	190	272	260	179	165
Changing Lanes	36	32	28	41	22
Other	101	100	115	103	114
Parked	10	9	14	7	11
<b>TOTAL</b>	<b>1,445</b>	<b>1,578</b>	<b>1,398</b>	<b>1,218</b>	<b>1,274</b>
<b>Motorcycle Operator Age</b>	<b>Operators Killed</b>		<b>Operators Injured</b>		
	<b>1996</b>	<b>1997</b>	<b>1996</b>	<b>1997</b>	
9 and Under	0	0	1	0	
10-14	0	0	0	0	
15-19	6	3	50	29	
20-24	18	15	161	135	
25-34	29	28	217	191	
35-44	21	18	166	183	
45 and Over	16	10	132	170	
Not Stated	0	0	0	7	
<b>TOTAL</b>	<b>90</b>	<b>74</b>	<b>727</b>	<b>715</b>	

The above figures include motorcycles, motorscooters, motorbikes, and mopeds.

In comparing 1997 with 1996, motorcycle crashes increased by 5.7 percent. The number of motorcyclists killed decreased by 22.9 percent, from 109 in 1996 to 84 in 1997.

# School Bus Crashes



	1993	1994	1995	1996	1997
<b>Total Crashes</b>	419	506	460	416	406
<b>Fatal Crashes</b>	4	10	7	3	6
<b>Injury Crashes</b>	104	120	113	98	86
<b>Property Damage Crashes</b>	311	376	340	315	314
<b>Urban Crashes</b>	360	421	393	354	347
<b>Rural Crashes</b>	59	85	67	62	59
<b>Number of Persons Killed and Injured</b>					
<b>Persons Killed</b>					
School Bus Drivers	0	0	0	0	0
School Bus Passengers (School-Age) <sup>1</sup>	0	0	7	0	0
Other School Bus Passengers	0	0	0	0	0
Other Vehicle Occupants	1	5	6	3	4
Pedestrians (School-Age) <sup>1</sup>	2	5	2	0	2
Other Pedestrians	1	2	0	0	0
Pedalcyclists	0	0	0	0	0
<b>TOTAL</b>	<b>4</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>6</b>
<b>Persons Injured</b>					
School Bus Drivers	38	33	29	29	23
School Bus Passengers (School-Age) <sup>1</sup>	112	156	100	31	51
Other School Bus Passengers	79	22	33	10	28
Other Vehicle Occupants	125	109	121	102	95
Pedestrians (School-Age) <sup>1</sup>	3	2	1	0	0
Other Pedestrians	0	1	1	0	1
Pedalcyclists	0	1	1	0	0
<b>TOTAL</b>	<b>357</b>	<b>324</b>	<b>286</b>	<b>172</b>	<b>198</b>
<b>Number of Crashes by Road Surface Condition</b>					
<b>Road Surface Condition</b>					
Dry	274	295	282	273	257
Wet	105	88	103	81	80
Snow/Ice	19	70	36	42	48
Other	0	1	3	4	8
Not Stated	21	52	36	16	13
<b>TOTAL</b>	<b>419</b>	<b>506</b>	<b>460</b>	<b>416</b>	<b>406</b>

<sup>1</sup> School-Age = Children 5-19 years of age.  
School Bus = Type 1 or Type 2.

In 1997, there were 406 school bus crashes, which is a decrease of 2.4 percent compared to 416 school bus crashes in 1996. Injuries increased by 15.1 percent.



# Tractor-trailer Crashes

	1993	1994	1995	1996	1997
<b>Total Crashes</b>	8,380	8,976	8,620	8,571	8,955
<b>Fatal Crashes</b>	104	111	101	110	105
<b>Injury Crashes</b>	1,979	2,014	1,894	1,749	1,901
<b>Property Damage Crashes</b>	6,297	6,851	6,625	6,712	6,949
<b>Vehicle Miles Traveled (Millions)</b>	5,122	6,497	7,183	7,307	7,716
<b>Urban Crashes</b>	6,030	6,313	6,112	6,615	6,839
<b>Rural Crashes</b>	2,350	2,663	2,508	1,956	2,116
<b>Number of Persons Killed and Injured</b>					
<b>Persons Killed</b>					
Tractor-trailer Occupants	3	10	10	12	12
Other Vehicle Occupants	104	108	96	107	86
Pedestrians	16	11	9	8	13
Pedalcyclists	1	1	2	0	2
<b>TOTAL</b>	<b>124</b>	<b>130</b>	<b>117</b>	<b>127</b>	<b>113</b>
<b>Persons Injured</b>					
Tractor-trailer Occupants	639	657	552	541	567
Other Vehicle Occupants	2,207	2,217	2,206	2,011	2,197
Pedestrians	15	13	16	11	17
Pedalcyclists	6	2	4	4	3
<b>TOTAL</b>	<b>2,867</b>	<b>2,889</b>	<b>2,778</b>	<b>2,567</b>	<b>2,784</b>
<b>Number of Fatalities by Location</b>					
<b>Urban</b>					
Controlled Access Roads	19	15	19	23	26
State Routes	23	24	17	23	15
City Streets and Roads	9	14	19	13	14
Unmarked State Routes	6	3	2	2	2
Toll Roads	4	7	5	4	6
<b>Urban Total</b>	<b>61</b>	<b>63</b>	<b>62</b>	<b>65</b>	<b>63</b>
<b>Rural</b>					
Controlled Access Roads	19	21	12	18	16
State Routes	40	41	34	38	27
County and Local Roads	2	3	2	4	5
Unmarked State Routes	0	1	3	0	0
Toll Roads	2	1	4	2	2
<b>Rural Total</b>	<b>63</b>	<b>67</b>	<b>55</b>	<b>62</b>	<b>50</b>

Tractor-trailer crashes increased by 4.5 percent from 1996 to 1997. Fatal crashes involving tractor-trailers decreased by 4.5 percent in 1997.

# Fatalities in Train Crashes



	1993	1994	1995	1996	1997
<b>Fatal Crashes</b>	35	32	30	21	17
<b>Persons Killed</b>	41	37	41	25	20
<b>Number of Fatalities by Type of Traffic Control</b>					
<b>Traffic Control</b>					
RR Gates	19	13	21	4	5
RR Flashers	19	23	19	17	13
Warning Sign	1	0	0	1	1
Other Control	1	0	1	0	0
No Control	1	1	0	3	1
<b>TOTAL</b>	<b>41</b>	<b>37</b>	<b>41</b>	<b>25</b>	<b>20</b>
<b>Number of Fatalities by Location</b>					
<b>Urban</b>					
State Routes	6	0	0	1	0
City Streets and Roads	14	12	20	5	8
Unmarked State Routes	1	2	1	0	0
<b>Urban Total</b>	<b>21</b>	<b>14</b>	<b>21</b>	<b>6</b>	<b>8</b>
<b>Rural</b>					
State Routes	3	0	4	2	2
County and Local Roads	17	23	16	16	9
Unmarked State Routes	0	0	0	1	1
<b>Rural Total</b>	<b>20</b>	<b>23</b>	<b>20</b>	<b>19</b>	<b>12</b>

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

When comparing 1997 with 1996, there was a 20.0 percent decrease in the number of persons killed in train-motor vehicle crashes.



## Work Zone Crashes

	1993	1994	1995	1996	1997
<b>Total Crashes</b>	5,356	4,529	3,477	3,364	3,322
<b>Fatal Crashes</b>	26	32	28	29	33
<b>Injury Crashes</b>	1,618	1,695	1,297	1,196	1,066
<b>Persons Killed</b>	31	36	30	33	38
<b>Persons Injured</b>	2,570	2,786	2,094	1,878	1,674
<b>Number of Crashes by Location</b>					
<b>Urban</b>					
Controlled Access Roads	471	412	555	750	576
State Routes	1,817	2,226	1,675	1,593	1,729
City Streets and Roads	3	3	5	15	9
Unmarked State Routes	505	375	369	309	380
Toll Roads	1,624	553	107	155	166
<b>Urban Total</b>	<b>4,420</b>	<b>3,569</b>	<b>2,711</b>	<b>2,822</b>	<b>2,860</b>
<b>Rural</b>					
Controlled Access Roads	354	280	239	151	185
State Routes	534	495	426	282	248
County and Local Roads	6	2	2	3	3
Unmarked State Routes	23	17	50	7	14
Toll Roads	19	166	49	99	12
<b>Rural Total</b>	<b>936</b>	<b>960</b>	<b>766</b>	<b>542</b>	<b>462</b>

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included. Work zone crashes and injuries decreased in 1997, compared to previous years.

# County Motor Vehicle Traffic Crash Statistics for 1996-1997



COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1996	1997	1996	1997	1996	1997
Adams	856	767	15	7	300	253
Alexander	176	141	4	2	96	84
Bond	224	232	7	5	100	63
Boone	409	343	8	10	175	165
Brown	107	112	1	2	22	20
Bureau	488	508	12	10	188	185
Calhoun	90	88	1	2	11	15
Carroll	230	226	5	6	84	75
Cass	96	111	3	1	38	42
Champaign	1,691	1,589	16	11	822	772
Christian	341	333	11	11	151	136
Clark	304	291	2	8	83	103
Clay	152	144	4	6	44	65
Clinton	374	322	7	9	173	150
Coles	842	731	10	11	349	304
Cook	52,069	52,554	433	421	20,173	20,005
Crawford	264	276	1	3	78	69
Cumberland	228	219	4	6	76	83
DeKalb	795	779	12	9	364	310
DeWitt	236	217	2	2	79	64
Douglas	241	238	4	1	108	90
DuPage	12,443	12,027	62	60	5,052	4,647
Edgar	225	221	2	5	68	76
Edwards	111	85	2	2	31	19
Effingham	963	905	10	14	378	414
Fayette	416	358	6	7	176	129
Ford	145	139	3	3	66	79
Franklin	725	679	15	7	285	315
Fulton	523	491	3	13	219	204
Gallatin	54	50	5	1	30	29
Greene	197	151	2	3	67	44
Grundy	492	540	7	8	225	241
Hamilton	65	68	1	2	31	44
Hancock	238	235	8	3	103	84
Hardin	44	64	0	4	17	23
Henderson	132	125	2	0	64	59
Henry	480	656	9	9	189	257
Iroquois	418	422	13	13	202	241
Jackson	918	980	11	10	365	367
Jasper	177	128	1	3	63	59
Jefferson	693	775	11	4	219	294
Jersey	360	354	5	6	151	162
JoDaviess	328	354	3	5	105	117
Johnson	185	211	2	3	72	54
Kane	4,513	4,301	35	27	1,887	1,764
Kankakee	1,271	1,301	31	20	726	644
Kendall	621	669	10	12	267	317
Knox	517	635	3	5	176	242
Lake	10,564	10,982	75	57	4,409	4,075
LaSalle	1,327	1,328	29	24	552	482
Lawrence	227	218	7	5	71	61



## County Statistics (continued)

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1996	1997	1996	1997	1996	1997
Lee	494	593	9	2	197	261
Livingston	382	433	10	9	167	165
Logan	349	396	5	4	147	173
McDonough	286	324	10	5	126	122
McHenry	3,034	2,922	38	36	1,375	1,251
McLean	1,840	1,843	19	14	768	756
Macon	1,774	1,495	20	16	762	621
Macoupin	480	492	5	7	162	187
Madison	4,348	4,383	40	52	2,114	2,188
Marion	758	633	13	9	298	220
Marshall	177	180	3	5	53	77
Mason	137	122	7	2	51	46
Massac	268	263	2	4	87	97
Menard	78	123	0	4	25	43
Mercer	144	146	2	3	64	71
Monroe	258	296	2	9	117	112
Montgomery	361	434	6	4	129	183
Morgan	432	486	2	1	163	204
Moultrie	130	127	5	1	61	59
Ogle	629	673	11	10	183	208
Peoria	2,528	2,748	25	16	1,202	1,190
Perry	376	354	3	8	128	135
Piatt	134	99	6	3	68	33
Pike	510	507	4	4	79	86
Pope	105	94	0	0	23	22
Pulaski	161	131	4	5	70	55
Putnam	79	86	1	2	28	25
Randolph	485	476	7	5	162	215
Richland	231	263	6	3	110	105
Rock Island	1,723	1,885	10	12	801	853
St. Clair	4,053	4,233	51	40	1,960	2,021
Saline	416	447	4	5	181	203
Sangamon	2,663	2,542	23	29	1,124	975
Schuyler	148	143	0	0	46	52
Scott	107	105	1	2	25	24
Shelby	239	217	8	4	91	78
Stark	52	72	1	1	33	32
Stephenson	624	650	11	3	192	204
Tazewell	1,483	1,649	14	16	626	699
Union	408	374	7	4	143	133
Vermilion	851	863	14	11	415	372
Wabash	100	125	1	1	24	42
Warren	194	167	2	7	82	64
Washington	300	310	2	8	115	130
Wayne	302	295	2	5	93	64
White	262	245	2	6	69	45
Whiteside	693	664	16	10	305	279
Will	5,561	5,683	57	49	2,467	2,475
Williamson	1,000	921	11	12	392	316
Winnebago	3,020	2,991	26	43	1,446	1,369
Woodford	301	336	14	8	139	175
<b>TOTALS</b>	<b>145,053</b>	<b>145,712</b>	<b>1,477</b>	<b>1,397</b>	<b>59,468</b>	<b>58,111</b>

# Illinois Traffic-related Key Events

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January	1933	Legal age for alcohol consumption established at 21 years of age for males and 18 years of age for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20 year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Law amended to report crashes with damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required that children under age 4 must be secured in a child restraint system and that 4 and 5 year-olds must be secured in either a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Initially, violation of the law was a primary offense.
January	1986	Color-coded license established for drivers to distinguish between drivers under 21 years of age and drivers aged 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.



## Key Events (continued)

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May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1991	Child Passenger Protection Act amended to require any person who transports a child to do so according to the established law. Parents or legal guardians are responsible for providing the safety seat.
January	1992	Law amended to report crashes with damage in excess of \$500 (previously \$250).
April	1992	Law enacted to require commercial driver's license if operating a Class A or Class B vehicle.
January	1994	Amended the Child Passenger Protection Act to remove the Illinois residency requirement and medical exemption clause.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
August	1995	Increased penalties for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash may be reported to law enforcement for purpose of determining alcohol and/or drug content.
July	1997	DUI/implied consent law amended to establish illegal per se at 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems will lose the school bus driver permit.
January	1998	Graduated driver's license established for drivers under 21 years of age.
January	1999	Established the use of ignition interlock devices as a regular option for the sanction of DUI offenders, rather than as a pilot program. Allows the Secretary of State to require the use of ignition interlock devices when granting driving relief to individuals committing a second or subsequent DUI offense.
January	1999	Increased the reinstatement fee for a person whose license is suspended or revoked a second or subsequent time.

# Safety Belt Usage in Illinois



## July 1998 Observational Survey Results

### Survey Design

The safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during July 1998 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars and vans (trucks excluded).
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

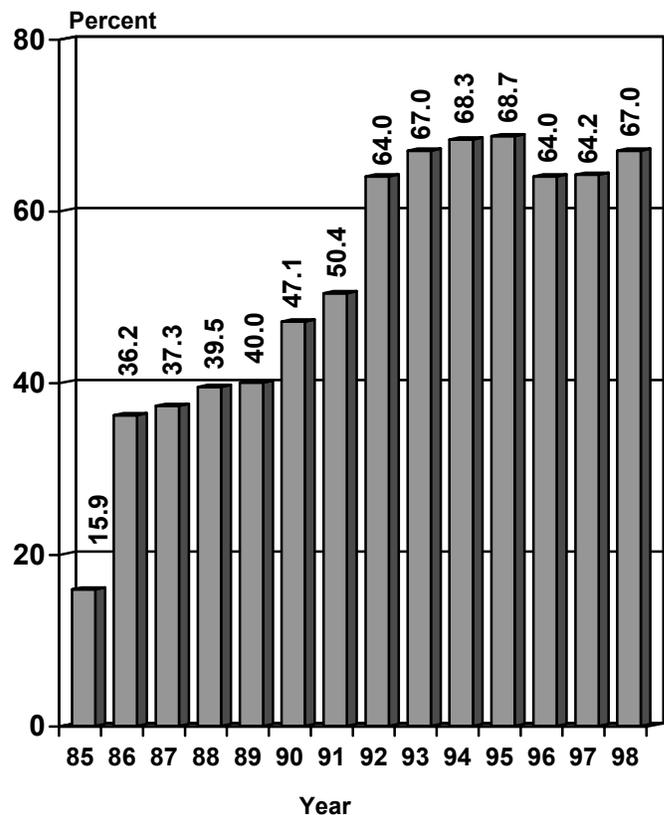
There were 102,148 front seat occupants at 258 locations statewide observed in this survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

### Historical Trends

Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed usage rate increased to 36.2 percent. Since that time, the usage rate showed a gradual increase to 68.7 percent (in 1995) and then a slight decrease to its present level of 67.0 percent. This is an increase of 51.1 percentage points since the first survey was conducted in April 1985.

Front Seat Occupant Restraint Usage





# Motorcycle Helmet Usage in Illinois

## July 1998 Observational Survey Results

### Survey Design

The motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during July 1998 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

There were 1,158 operators and passengers of motorcycles observed. Of these riders, 29.9 percent were wearing helmets. This compares to a usage rate of 32.6 percent observed in July 1997.

### Motorcycle Helmet Usage Rates: July 1998

	Total Observed	Actual Usage Rate
<b>Statewide (258)</b>	<b>1,158</b>	<b>29.9%</b>
<b>Regions</b>		
City of Chicago (46)	127	31.5%
Cook County (40) (excluding Chicago)	49	10.2%
Collar Counties (118)	778	30.7%
Downstate (54)	204	30.4%
<b>Road Type</b>		
Residential (190)	500	25.5%
U.S./Illinois Highways (40)	247	33.2%
Interstate Highways (28)	411	33.6%
<b>Time of Day</b>		
Morning Rush Hours (55)	225	35.6%
Noon Rush Hours (45)	202	22.8%
Evening Rush Hours (23)	177	20.9%
Non-Rush Hours (135)	554	33.0%
<b>Day of Week</b>		
Weekends (115)	920	29.3%
Weekdays (143)	238	31.9%
Note: The number in ( ) indicates the number of survey sites in that region or dataset.		

# Division of Traffic Safety Programs



The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield IL 62794-9245.

## Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

## Occupant Restraint Survey Information

(217) 785-1181

- Safety belt and child safety seat usage observational surveys.
- Motorcycle helmet usage observational surveys.
- Opinion surveys.

## Safety Projects

(217) 782-5865

- Safety belt and child passenger safety.
- Alcohol/impaired driving programs.
- Safe Communities Program.
- Traffic law enforcement.
- Operation Buckle Down.
- Traffic Sign Upgrades and Rural Reference System.

## Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

## Motorcycle Rider Training Program \*

### A. Northern Illinois University

Motorcycle Safety Project  
 Division of Continuing Education  
 DeKalb IL 60115-2854  
 (800) 892-9607  
 (815) 753-1683

### C. University of Illinois

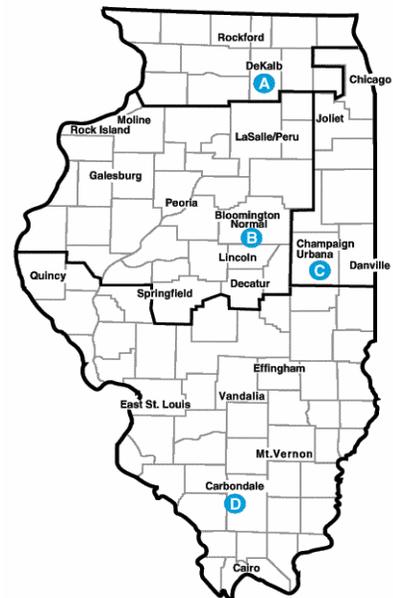
Motorcycle Rider Program  
 145 Children's Research Center  
 #4 Gerty Drive  
 Mail Code 678  
 Champaign IL 61820  
 (800) 252-3348  
 (217) 333-7856

### B. Illinois State University

Motorcycle Safety Education  
 Health Science Department  
 Normal IL 61790-5221  
 (800) 322-7619  
 (309) 438-2352

### D. Southern Illinois University

Motorcycle Rider Program  
 Center for Injury Control and  
 Worksite Health Promotion  
 Carbondale IL 62901-6731  
 (800) 642-9589  
 (618) 453-2877



\*For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone, or visit our website at [www.dot.state.il.us](http://www.dot.state.il.us).



# Glossary

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## **BLOOD ALCOHOL CONCENTRATION (BAC)**

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver was considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

## **CRASH**

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500.

## **DRIVER**

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

## **FARS (Fatality Analysis Reporting System)**

Nationwide database maintained by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

## **FATALITY VS. FATAL CRASH**

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons. A fatal crash can cause one or more fatalities.

## **INJURY CRASH**

Any motor vehicle crash that results in one or more non-fatal injuries.

## **“A” INJURY (incapacitating injury)**

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

## **“B” INJURY (nonincapacitating injury)**

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

## **“C” INJURY (possible injury)**

Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

## **LOCATION (URBAN)**

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

## **LOCATION (RURAL)**

Includes all locations not classified as urban.

## **MILEAGE DEATH RATE**

Fatalities per 100 million vehicle miles of travel (VMT).

## **MOTORCYCLIST**

Any occupant, either operator (driver) or passenger, of a motorcycle.

## **PEDALCYCLIST**

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

## **PEDESTRIAN**

Any person who is not in or on a vehicle.

## **SENIOR DRIVER**

Any driver who is 65 years of age or older.

## **TRACTOR-TRAILER**

Alternative term for semi-truck.

## **TRAVEL**

Vehicle miles driven.

## **WORK ZONE CRASHES**

Determined by location only. These are crashes that occur in the vicinity of roadway construction workers or designated work zone areas.

## **YOUNG DRIVER**

Any driver who is between the ages of 16 and 20, inclusive.